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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED] 25X1A

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CD NO.

COUNTRY USSR (Transcaucasus)

DATE DISTR. 31 Oct. 1950

SUBJECT 1. Railway Trains, Tracks, and Tunnels  
2. Road and Railway Bridges

NO. OF PAGES 2

PLACE 25X1C

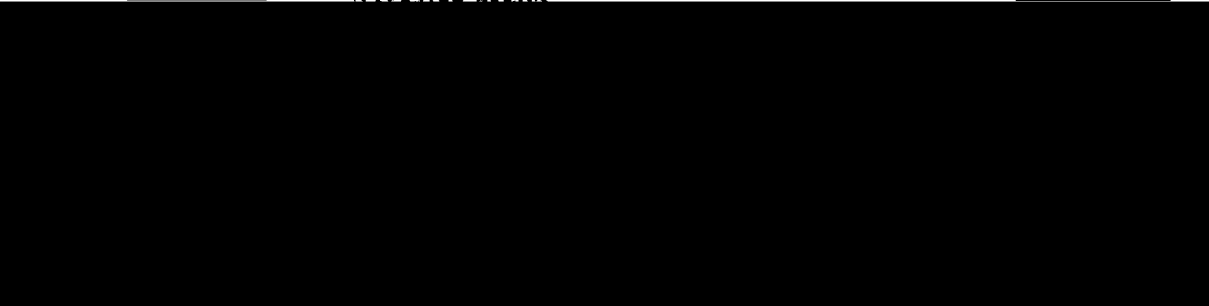
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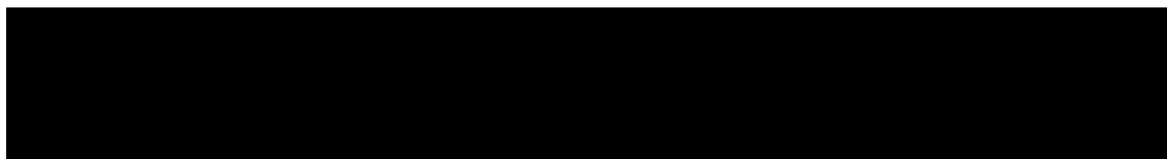


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1. Rail lines in the Georgian, Armenian, and Azerbaidzhan SSRs:

- |   |  |
|---|--|
| a. Batumi - Samtredia   | Wide gauge, single-track line. Steam trains are used at present but efforts are being made to substitute electric trains by the end of 1950. |
| b. Samtredia - Tbilisi  | Wide gauge, single-track line; electric trains.  |
| c. Tbilisi - Baku   | Wide gauge; steam trains; 70% double track (only the parts of the line which pass over the bridges are single track).                        |
| d. Poti - Samtredia   | Wide gauge, single-track line; electric trains.  |
| e. Rioni (42-12N, 42-43E) - Kutaisi   | Wide gauge, single-track line; electric trains.  |
| f. Khashuri - Borzhomi (41-50N, 43-24E)   | Wide gauge, single-track line; electric trains.  |
| g. Borzhomi - Bakuriani (41-45N, 43-30E)  | Narrow gauge, single-track line; trains run on oil (mazout).   |
| h. Borzhomi - Akhaltsikh  | Wide gauge, single-track line; steam trains.   |
| i. Shorapani (42-06N, 43-05E) - Chiatura (42-19N, 43-18E) - Sachkhere (42-21N, 43-24E) branch | A narrow (Decauville), single-track line; trains run on oil (mazout); line built to serve the rich magnesium mines at Sachkhere.             |
| j. Tbilisi - Leninakan  | Wide gauge, single-track line; steam trains in use at present but efforts are being made to change to electric by the end of 1950.           |

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- k. Leninakan - Yerevan                      Wide gauge, single-track line; steam trains.
- l. Yerevan - Baku                              Wide gauge, single-track line; steam trains.
- m. Baku - Derbent                            Wide gauge, single-track line; steam trains.

2. Railway and road bridges in the Georgian SSR:\*

- a. The railway bridge across Chakova Chai (probably Chakvi Stream, about 10 kms north of Batumi) is about 50 meters long and is supported by iron pillars. A highway bridge across the same river is located about 700 meters east of the aforementioned bridge. This bridge is also about 50 meters long and rests on iron supports.
- b. The railway bridge across the Kobuleti River is about 50 meters long. About 600 meters east of this bridge is a highway bridge about 20 to 30 meters in length. Both bridges rest on iron supports.
- c. The railway bridge across the Choloki River is about 30 meters long and of iron construction. The highway bridge, which is nearer the coast, is a smaller structure.
- d. The railway bridge over Natandir Suyu is a steel suspension bridge about 70-80 meters long. Over the road which runs near the shore there is a steel bridge 50 meters long.\*\*
- e. The railway bridge across the Supsa River is a steel suspension bridge approximately 80-100 meters in length. East of this bridge there is a highway bridge, also a steel suspension bridge of approximately the same length.
- f. The railway bridge across the Rion River is a steel suspension bridge about 200 meters in length. West of the railway bridge is a highway bridge of the same length. The highway bridge rests on steel supports.
- g. The Janeti railway bridge is a steel suspension bridge about 70 meters in length. Near it is a highway bridge.
- h. The Rioni station railway bridge is a suspension bridge about 70 meters in length. There is a highway bridge nearby.
- i. The railway bridge across the Tihaltילו River\*\*\* is a suspension bridge about 150 meters in length.
- j. The railway bridge across the Kvirila River is about 80 meters long and is a steel suspension bridge.
- k. There are two bridges on the Samtredia - Poti railway:
  - 1) There is a steel suspension bridge about 300 meters long near the coast. This bridge serves both highway and rail traffic.
  - 2) Near Samtredia there is a 70-meter-long suspension bridge.

## 3. There are two main railway tunnels in this region:

- a. One tunnel is north of Batumi, between Makhindzhauri and Chakvi.\* It is about 300 meters in length.
- b. The second tunnel is 6 kms west of Stalinir and extends for about 7,500 meters toward the west from Tezderi station.\*\*\*\*

 Comments:
\*For locations, see Attachment No. 1 to 

\*\*There may be an error in translation in this sentence. Possibly it should read: "The road near the shore runs over a bridge..." etc. Natandir Suyu is apparently identical with Notanebi River.

\*\*\*Unlocated.. Tihaltילו possibly should read Tikhaltילו or Tkhaltילו.

\*\*\*\*Unlocated, not shown on available maps, and not listed in Soviet timetable for 1950. According to maps and timetables, the only rail line from Stalinir runs southeast to Gori.

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